

IN THE CLAIMS

1. (Original) A light air-cushion vehicle comprises a body, an elastic enclosure forming a lifting chamber with the body bottom, a propelling fan, an internal combustion engine for driving said fan, propelling and lift contours which are divided by a ridge which is used for guiding an air flow from said fan to said contours, an air nozzle of the propelling contour, a thrust reverser bucket arranged at the output of the air nozzle, a vehicle control system comprising a thrust reverser bucket control system and a control system for direction rudders with control surfaces disposed at the cut of the nozzle and in the lift contour, wherein said direction rudders being kinematically connected to each other and to the vehicle steering device.

2. (Original) A vehicle according to claim 1, characterized in that said nozzle of said propelling contour is flat.

3. (Currently Amended) A vehicle according to claim[[s]] 1 [[or 2]], wherein the cylindrical surface of said thrust reverser bucket has slots.

4. (Currently Amended) A vehicle according to ~~any of claims~~ claim 1 ~~to 3~~, wherein said direction rudders at the cut of the nozzle are turnable around a vertical axis and said direction rudders in the lift contour are turnable around a longitudinal axis of the vehicle.

5. (Currently Amended) A vehicle according to ~~any of claims~~ claim 1 ~~to 4~~, wherein the kinematic connection of said direction rudders at the cut of the nozzle and said direction rudders in the lift contour is such that there is a delay in deflection of said direction rudders at the cut of the

nozzle compared to the deflection of said direction rudders in the lift contour.

6. (New) A vehicle according to claim 2, wherein the cylindrical surface of said thrust reverser bucket has slots.

7. (New) A vehicle according to claim 2, wherein said direction rudders at the cut of the nozzle are turnable around a vertical axis and said direction rudders in the lift contour are turnable around a longitudinal axis of the vehicle.

8. (New) A vehicle according to claim 3, wherein said direction rudders at the cut of the nozzle are turnable around a vertical axis and said direction rudders in the lift contour are turnable around a longitudinal axis of the vehicle.

9. (New) A vehicle according to claim 6, wherein said direction rudders at the cut of the nozzle are turnable around a vertical axis and said direction rudders in the lift contour are turnable around a longitudinal axis of the vehicle.

10. (New) A vehicle according to claim 2, wherein the kinematic connection of said direction rudders at the cut of the nozzle and said direction rudders in the lift contour is such that there is a delay in deflection of said direction rudders at the cut of the nozzle compared to the deflection of said direction rudders in the lift contour.

11. (New) A vehicle according to claim 3, wherein the kinematic connection of said direction rudders at the cut of the nozzle and said direction rudders in the lift contour is such that there is a

delay in deflection of said direction rudders at the cut of the nozzle compared to the deflection of said direction rudders in the lift contour.

12. (New) A vehicle according to claim 6, wherein the kinematic connection of said direction rudders at the cut of the nozzle and said direction rudders in the lift contour is such that there is a delay in deflection of said direction rudders at the cut of the nozzle compared to the deflection of said direction rudders in the lift contour.

13. (New) A vehicle according to claim 4, wherein the kinematic connection of said direction rudders at the cut of the nozzle and said direction rudders in the lift contour is such that there is a delay in deflection of said direction rudders at the cut of the nozzle compared to the deflection of said direction rudders in the lift contour.

14. (New) A vehicle according to claim 7, wherein the kinematic connection of said direction rudders at the cut of the nozzle and said direction rudders in the lift contour is such that there is a delay in deflection of said direction rudders at the cut of the nozzle compared to the deflection of said direction rudders in the lift contour.

15. (New) A vehicle according to claim 8, wherein the kinematic connection of said direction rudders at the cut of the nozzle and said direction rudders in the lift contour is such that there is a delay in deflection of said direction rudders at the cut of the nozzle compared to the deflection of said direction rudders in the lift contour.

16. (New) A vehicle according to claim 9, wherein the kinematic connection of said direction

rudders at the cut of the nozzle and said direction rudders in the lift contour is such that there is a delay in deflection of said direction rudders at the cut of the nozzle compared to the deflection of said direction rudders in the lift contour.